

Wendell L. Bevan, Jr.

D/SA

Approved For Release 2006/03/15 : CIA-RDP75B00326R000100210055-2

10 Sep 73

Comments regarding reference(s)

131

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IMMEDIATE

FOR [REDACTED] FROM B/G BEVAN

REFS: A. [REDACTED]

B. [REDACTED]

1. THE ABOVE REFS ARE THE TWO MOST RECENT EXCHANGES IN A DIALOGUE THAT WE HAVE BEEN HAVING THE LAST WEEK CONCERNING SCOPE SHIELD MISSION ALTITUDES VERSUS TOTAL FUEL ON BOARD.

[REDACTED] INDICATES TO ME THAT [REDACTED] HAS COMPLETELY MISSED THE WHOLE POINT OF WHAT WE ARE TRYING TO DO. PERHAPS WE HAVE NOT GIVEN YOU ALL OF THE INFORMATION AVAILABLE TO US AND I WILL NOW ATTEMPT TO DO SO.

2. AFTER THE [REDACTED] SCOPE SHIELD MISSION, WHICH EVERYBODY IN WASHINGTON CONSIDERED A GREAT SUCCESS, I MADE A PITCH TO MR. COLBY THAT IF WE COULD HAVE PERMISSION TO VIOLATE THE

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12 MILE FROM OFFSHORE ISLANDS RULE, THAT WE COULD DO EVEN BETTER. CURRENTLY THERE ARE TWO PRIME AREAS OF INTEREST IN THE INTELLIGENCE COMMUNITY FOR OFFSHORE H CAMERA PHOTOGRAPHY. ONE IS THE HAIPHONG HARBOR AREA (SO WE CAN HOPEFULLY SEE WHAT KIND OF MATERIAL IS BEING UNLOADED, I. E., CIVILIAN GOODS OR MILITARY EQUIPMENT) AND THE LOWER NORTH VIETNAMESE PAN HANDLE/ DMZ AREA (THIS IS THE AREA THAT WOULD GIVE TIP-OFFS OF MAJOR NV MILITARY INITIATIVES AGAINST SOUTH VIETNAM). NATURALLY ALL THE OTHER IN BETWEEN TARGETS ARE OF INTEREST AND ARE IMPORTANT BUT DO NOT APPROACH THE GREATER INTEREST IN THE TWO PRECEDING TARGET AREAS. IT JUST SO HAPPENS THAT THERE IS AN ISLAND GROUP (HON CO) OPPOSITE THE DMZ AND THE ISLANDS IN THE AREA OF THE APPROACHES TO HAIPHONG HARBOR LOCATED GENERALLY AT 20-36N, 107-10E. AS A TEST CASE, I PREPARED A PAPER FOR THE JO COMMITTEE ASKING FOR A SPECIAL ONE-TIME AUTHORITY TO VIOLATE THE 12 MILE

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LIMIT FROM ONE OR THE OTHER OF THESE OFFSHORE ISLANDS SO AS TO GO AS CLOSE AS 4 MILES AND THEREFORE ATTAINING IMPROVED PHOTOGRAPHY IN THE HAIPHONG AREA OR DMZ DEPENDING ON WHICH ROUTE WERE FLOWN. WHEN THIS ISSUE WAS DISCUSSED WITH THE 40 COMMITTEE, DR. KISSINGER IMMEDIATELY SAW THE VALUE OF THIS, PARTICULARLY WITH RESPECT TO HAIPHONG HARBOR, AND AGREED TO GIVE US THIS AUTHORITY. YOU MUST RECOGNIZE THAT IT IS NOT OFTEN THAT WE ARE AUTHORIZED TO DELIBERATELY VIOLATE CLAIMED INTERNATIONAL RESTRICTIONS. DR. KISSINGER HAS ALWAYS BEEN TOLD BY THE PRC THAT THEIR SHIPMENT OF GOODS TO NVN CONTAINS ONLY CIVILIAN MATERIAL TO HELP REBUILD THEIR COUNTRY. GOOD PHOTOGRAPHY OF THE HAIPHONG HARBOR AREA MIGHT HELP PROVE OR DISPROVE THIS POINT BEFORE DR. KISSINGER GOES TO PEKING ON HIS NEXT TRIP.

3. WITH THIS IN MIND, WE PREPARED A SERIES OF ROUTES

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CLBY

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THAT YOU HAVE BEEN GIVEN ON THE CAMERA ANGLES AND THEN PLOT THE AREA OF THE NVN LAND THAT WILL BE COVERED BY THESE FLIGHT LINES, YOU WILL FIND THAT ALL OF YOUR THEORY CONTAINED IN [REDACTED] IS RIDICULOUS. THE HEART OF HAIPHONG HARBOR AS INDICATED IN [REDACTED] IS LOCATED AT 20-52N, 106-42E. IN EVERY CASE, THE HEART OF THE HARBOR IS LOCATED AT THE FAR EDGE OF THE PICTURE FORMAT. WHILE INFORMATION DETECTED AT THE CENTER OF THE FORMAT MAY BE IMPORTANT, IT IN NO WAY EVEN COMPETES WITH WHAT WE WOULD LIKE TO GET IN THE HAIPHONG HARBOR AREA. TAKING INTO ACCOUNT THE FACT THAT PILOT NAVIGATIONAL PROFICIENCY CANNOT BE PERFECT OVER WATER AND THAT WE MAY FLY SLIGHTLY FURTHER AWAY FROM THE TARGET THAN PLANNED, (OR THE AIRCRAFT MAY BE IN A SLIGHT BANK, ETC.), I THINK YOU CAN SEE THAT WHILE YOUR [REDACTED] MAY BE PERFECTLY WILLING TO LOSE .40 NAUTICAL MILES BETWEEN 68M AND 69M, I DO

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NOT AGREE THAT THIS IS INSIGNIFICANT. WHILE OBVIOUSLY HAIPHONG HARBOR IS NOT THE ONLY INTELLIGENCE TARGET OF INTEREST, IDDO NOT KNOW EXACTLY HOW I WOULD EXPLAIN TO THE 40 COMMITTEE THAT THE HEART OF HAIPHONG WAS JUST OUTSIDE THE FORMAT OF THE PICTURE. WE COULD NEVER LIVE IT DOWN. I, THEREFORE, FEEL THAT WE SHOULD TAKE EVERY ADVANTAGE OF EVERYTHING WE CAN DO SO THAT THIS WILL NOT HAPPEN AND FEEL THAT WE SHOULD BE AT LEAST 69M FOR BOTH OF THESE LEGS.

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4. I THINK IF YOU WILL REVIEW THE SITUATION, [REDACTED]

DISCUSSED SOME OF OUR PROBLEMS AND ASKED YOUR OPINION (SUBORDINATE UNITS DO NOT ALWAYS GET THE OPPORTUNITY TO PROVIDE OPINIONS) ON ANY OPTIONS TO GIVE US THE DESIRED ALTITUDES.

[REDACTED] DID NOT SUGGEST ANY OPTIONS BUT INSTEAD SUGGESTED TO US THAT PERHAPS WE SHOULD NOT WORRY TOO MUCH ABOUT THIS POINT.

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5. I PREFER THE DEPARTURE AND THE RECOVERY

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TO BE FLOWN WITH THE SAME LOW LEVEL ROUTE WE HAVE DONE IN THE PAST TO AVOID PRC RADAR DETECTION. I SPENT MOST OF MY LAST VISIT DISCUSSING NOTHING ELSE AND I DO NOT REALLY CARE TO PLAN A MISSION WHICH WOULD DELIBERATELY GIVE THE PRC AN OPPORTUNITY FOR RADAR DETECTION. OBVIOUSLY IN ANY EMERGENCY WHERE THE PILOT HAS MUCH LESS FUEL THAN HE NORMALLY EXPECTED TO HAVE AT THE DESCENT POINT, HE COULD EXECUTE A STRAIGHT IN RECOVERY UNDER THOSE CONDITIONS. IF WE HAVE TO USE [REDACTED] TO GET A MINIMUM OF 69M PLUS AVOID PRC RADAR, SO BE IT.

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6. YOU WILL SHORTLY RECEIVE A CABLE FROM THE OSA STAFF AS A RESULT OF REFS A AND B. I HOPE THAT WHEN YOU AND YOUR STAFF REVIEW THE DIFFERENT ALTERNATIVES THAT YOUR REPLY WILL BE A LITTLE MORE RESPONSIVE TO OUR CENTRAL PROBLEM.

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END OF MSG

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